

sentials to mere picturesque effect, that the superior softness and expressive swells of the English mode of shading render it at once more pleasing and more intelligible to the eye than the stiff and unharmonious lines of the German style, which are incapable of blending and melting into unison and beauty. If it should be contemplated, in the laudable desire of establishing uniformity of practice in our service, to impose one fixed and accurate style of expression for all military sketches, such a style sufficient for every purpose has already arisen among us, and become a national creation; it is only necessary to define and restrict its recognised principles, to forbid all capricious deviations from them, and to ensure their observance by the regulations of official authority.

---

## HYDROGRAPHY.

### NO. II.

THE WORKS OF THE LATE ALEX. DALRYMPLE, ESQ. HYDROGRAPHER TO THE EAST INDIA COMPANY, AND THE ADMIRALTY.

EASTERN Hydrography is at length beginning to occupy that share in the archives of our country, to which its vast extent and importance have so long and justly entitled it. When we consider the length of time which has elapsed since the first navigators explored the Eastern seas, our present limited knowledge of them, it will be allowed, has been dilatory in its progress. It is well known, that the Portuguese, under Vasco de Gama, first led the way into that part of the world, by the Cape of Good Hope, as far back as 1498; that Magellan, the first of circumnavigators, pursuing his discoveries westward through his famous Straits, established the right of the Spanish crown to nearly the whole of the Eastern limits of the Pacific ocean, and also to the Phillippine Islands, which were afterwards named after Philip the Second of Spain, in 1521; that the Dutch were firmly seated in Java and Sumatra, in 1595; and that we have succeeded in possessing ourselves, by force of arms, of vast extent of country on the continent of Asia, as well as of parts of southern Asia, to which our more tardy discoveries entitled us. But our progress in the Hydrography of these countries, with some exceptions on the part of the Spaniards, bears no proportion to that of coasts less distant. The political affairs of Europe, and the remoteness at which discovery was to commence, were no trifling impediments to our knowledge of its geography; and when men seriously turned their attention, amidst the conflicting interests by which they were surrounded, to foreign discovery; science in general, was in too feeble a condition to enable them to leave us correct results of their researches. Had this not been the case, and had the exertions of successive navigators in the Eastern ocean, from the early time of Vasco de Gama, been supported by the perfection it has since arrived at, we should now be rich in the Hydrography of a quarter of the world, which in this particular, more than either of the others, requires its aid.

A vagueness in Hydrographical information prevails throughout all old nautical works, and the voyages of our countrymen, Dampier and Anson, afford us instances of it. In works of this nature, the productions of voyages undertaken expressly for the purpose of discovery, it is to be regretted that this important subject was not better attended to. It is wrong, however, to impute to our ancestors in navigation, blame for a neglect which they had not the power to remedy. The establishments for scientific instruction were but few in their days; and when we read of the means they possessed of surmounting the many obstacles which occurred during long voyages in their ill-formed and cramped-up

ships, we are more inclined to follow them with an anxious interest and admiration of their intrepidity.

Navigation had no sooner opened a high-road for the conveyance of the golden treasures of the East to European shores, which had hitherto found their way there through the Red Sea by Alexandria, than companies of merchants from the various states, whose flag enlivened the ocean, became established in its territories. Notwithstanding the early period at which this took place, the first collection of charts ever published expressly for Eastern navigation, was in London, in 1675, when it made its appearance in Seller's English Pilot. This book was comprised in several volumes, each set apart for the navigation of different seas. It was a collection of all the charts then published; and was much extended afterwards by Thornton, from the various Portuguese and Dutch charts, of which latter, there were many collected and published by their celebrated countryman, Van Keulen. Seller's collection, with those of the various editions of the Old English Waggoner,\* and one published more recently by Capt. Henry Cornwall, were those in use by navigators in Eastern seas, until the Neptune Oriental, by D'Apres, made its appearance. The reputation of this work was high in the nautical world, and it remains a lasting testimony of the talents and exertions of D'Apres. Capt. Carl Gustaf Ekeberg, an eminent Swedish officer, who has contributed his share towards Eastern Hydrography, in a paper on the navigation of the Straits of Banka, which appeared in the Philosophical Transactions of Stockholm, in 1776, speaks highly of this work; and accounts for the reason of our knowledge of these parts being so slow in its progress. He says, "One would think, that the way to the East Indies, which most European nations so long have been, ought to be well known; new discoveries are still frequently made which engage the attention of navigators. Old imperfect Portuguese and Dutch manuscripts,† and sea-charts, with English and Dutch pilot-books, were for a long time the guides of navigators. He who had once gone his way, or had a log-book, steered exactly the course therein prescribed, without troubling himself with new trials; until Capt. D'Apres de Mannevillette, about the year 1750, made this way better known by his Routier General, or Neptune Oriental." Thus like travellers in an ill-known country, following with scrupulous exactness the beaten path, navigators were glad to follow each other's tracks; and when their object in this part of the world is considered, it was scarcely to be expected that much would be done in the way of discovery, new to them as it then was. Such was the scattered condition of the Hydrography of the Eastern world, when the subject of these memoirs was destined to contribute his assistance towards it; and in this we shall find he has not been remiss.

To follow the progress of a man of genius and talent, united with a vast deal of perseverance, through the various services, and discoveries with which he has enriched a science, is at once a pleasing and gratifying occupation; and when we consider these were effected at the expense of health, our feelings amount to respectful admiration. The Hydrography of Asia, with its multitude of islands, whose shores abound in every possible variety of danger to the mariner, and comprehend a far greater extent than any other quarter of the globe, was warmly taken up by Mr. Dalrymple. Untutored in the art of surveying, a knowledge of which was so valuable, and so much required in this part of the world,

---

\* This was the name of an atlas, containing a collection of charts for various parts of the world, with descriptions of coast attached to them. It owes its extraordinary title to the first work of this nature, published at Leyden, in Holland, in 1583, by Lucas Jansz Waghenauer. Finding its way into England, the name of the original publisher was preserved, to give authenticity to the various copies made of it; and in the successive editions it went into, the superfluous christian names were soon disposed of. The name of the worthy author then became corrupted into Waggoner, and the title of the Old English Waggoner was handed down to posterity. It is amusing to see that this name is not yet quite forgotten in the navy.

† Many of the old Dutch charts were drawn on parchment.

he acquired his proficiency in it, in the field of his labours. Like most of our countrymen who are destined for a naval life, or to seek their fortunes abroad, Mr. Dalrymple was at his post at Madras at a very early period of his life, in 1752. Here the interest of the service he was embarked in was uppermost in his mind, and the increase of the Company's trade soon occupied his attention. Being dispatched to China with that object at his own proposal, on board the *Winchelsea*, commanded by the Hon. T. Howe, from whom he first imbibed the rudiments of nautical surveying, and other matters connected with it; a reflection on the importance of being acquainted with the Hydrography of these parts to the service in which he was embarked, and how little it was known, was a sufficient inducement, with the taste he possessed for this science, to ensure his most assiduous application to it. The *Cuddalore*, a schooner of a small description, being placed at his disposal for these purposes, at his own request, he joined her from the *Winchelsea*, in 1759, in the Straits of Malacca.

During three years which Mr. Dalrymple passed in this vessel, some parts of the Phillippine Islands, the coast of China, the Island of Palawan, the Natunas and Anambas Islands in the China Sea, the Soo Loo Archipelago, and the north part of Borneo, were surveyed by him. This service he performed in conjunction with others in which the more immediate interests of the Company were not lost sight of. In this voyage he secured some considerable extension of territory to the East India Company, which was shortly after taken possession of. The Natunas Islands have since been surveyed by officers employed in the East India Company's service; but of the other parts, excepting the Phillippine island, the charts left us by Mr. Dalrymple are still in use. They are attended with memoirs, which, as far as they go, are explanatory and useful. An explanation with a chart, giving some account of the method adopted in its construction, cannot be too much recommended. This at once conveys to the navigator an idea of the extent of faith to which it is entitled, and suggests to him, if necessary, the parts in it which require completing. In the *Cuddalore*, Mr. Dalrymple had no boat; a circumstance which must have materially crippled his operations; and, aware of the imperfect state of his surveys, arising from the nature of the coasts, although what he has given is intrinsically correct, he warns the navigator not to take it for granted that blank spaces are free from danger, nor that more does not exist where he has inserted any. This is a caution which, in the rocky, coral shores of the East, is particularly well introduced.

A detail of the various places which were surveyed by Mr. Dalrymple on the coasts above mentioned, as well as on Sumatra and Java, during his first voyage in the *Cuddalore*, would be tedious; and it may be sufficient to state that, in addition to the duties of his station in the Company's service, he was ever most actively employed in promoting the science of Hydrography. The charts we have noticed, although they evidently bear the stamp of the age in which they were drawn, and are quite deficient in topography, are, as far as they go, of much value to the navigator. It seems to have been Mr. Dalrymple's aim thus far, in accordance with his favourite motto, that "only simple good is solid great," to observe simplicity, and to avoid all useless matter. During this voyage he gained some experience in the manner of making passages amongst the islands, and laid the foundation of a Memoir on that subject which he afterwards published.

With the true spirit of the public good at heart, and by which the interest of the Company was materially served, he now set about collecting, from every one, of any nation whatever, all manner of hydrographical information. By this means he soon became known; and by extracting from former books, and receiving donations of this nature from persons he met with in this quarter of the world, he soon amassed a large collection of valuable materials, which were nowhere else to be found united. This system placed him under many great obligations, and he is by no means remiss in his acknowledgments to the numerous sources from whence he obtained his collection. Among others of the same nature, he relates a pleasing anecdote of the attention he experienced in levying

these contributions, if we may so term it, when speaking of the island of Ascension. It was taken from a Swedish book of charts, drawn in a very masterly style by Capt. Ekeberg, before mentioned. "This book," he says, "I received as a present from Capt. Levinus Olbers; and although it is one of the most elegant and curious collections I have seen, I am less indebted to him for it, than obliged by the very handsome manner in which it was bestowed. In 1764, being at Canton, although a perfect stranger to Capt. Olbers, and only known as a person desirous of receiving information, he took the trouble to give me notice of his being in possession of such a book, given to him by a friend, and made me an offer of permission to take a copy of such parts of it as I thought proper. Not having time before his departure to copy all I wished, he was so good as to lend me the book on board the *Latham* during our passage, in 1765, from the Straits of Sunda to St. Helena, in company with the *Stockholm Slot*, which ship Capt. Olbers then commanded. Before his departure from St. Helena, I returned the book with my acknowledgments for the favour he had done me in giving me the use of it. He said the book itself was at my service; on which I thanked him for the compliment, and told him I had copied from it what I wanted; and if I had not, as I knew it was the gift of a friend, I could by no means accept it. To this he politely replied that the gift of one friend could not be better bestowed than on another. This I considered merely as a compliment; but when he embarked, he sent it for me on board the *Latham*, and desired I should not be informed of his having done so till his ship had sailed." This was indeed an act of kindness which rivals that of our nearer neighbours, and shows, when a person evinces a desire of benefiting the world in so useful an occupation, the assistance which can be given him by foreigners. The collections which Mr. Dalrymple made, together with his own few surveys, and the materials he afterwards selected from the India House, form the whole of his extensive publication; and in these he was so assiduous and scrupulously careful of preserving every thing he could get, that we have seen repetitions of engraved plans of the same harbours, by different persons, and at different periods, amounting in some instances to ten and twelve in number. We cannot bestow our approbation here; as Mr. Dalrymple, from the experience which he must have gained, ought to have been a competent judge of those which had no pretensions to correctness, and should have refused putting the idle and careless production of any one into the hands of the engraver, although he might have done right at that period to preserve it in his portfolio. From this system Mr. Dalrymple fell into a method of crowding his paper, and confining himself to particular scales, which rendered some of his charts almost useless, and very different to his earlier productions. His chart of the coast of Brazil was an instance of this.

After a second voyage to China from Madras, Mr. Dalrymple arrived in England in 1765, and commenced publishing the collection he had made with the assistance of some friends; and he completed it in six numbers, containing seventy-eight plans from unpublished MSS., besides a collection of eighty-three plates of views. For an account of these and their various contributors, we must refer our readers to the work itself. The last number of the work appeared in 1775, immediately before his return to India in April of that year. In speaking of it, he says, "It was even some addition to the general mass of geographic knowledge, and afforded me much satisfaction to consider that my pains and labour had not been thrown away, but that a record remained of having done something in 1774, and consequently that I have not lost that year. I hope every succeeding year of my life will be distinguished by some trait for the benefit of mankind, that I may retrospect with pleasure." We have in these few words a fair picture of his thorough devotion to Hydrography, if it was not fully afforded us by the works we have alluded to.

We are obliged to defer an account of the remainder of Mr. Dalrymple's work till our next Number.

## HYDROGRAPHY.

## NO. II.

THE WORKS OF THE LATE ALEX. DALRYMPLE, ESQ. HYDROGRAPHER TO THE EAST INDIA COMPANY, AND THE ADMIRALTY, CONCLUDED FROM OUR LAST.

MR. DALRYMPLE returned to India in 1775 with an appointment, which, from his services, he was considered entitled to by the Board of Directors; and he again employed the opportunity thus afforded him with unremitting zeal in the pursuits of Hydrography, which had already gained him so much credit and celebrity.

During his stay in England, and whilst he was busily engaged in publishing his collection of charts, he appears to have made an application to the Board of Directors of the East India House for the situation of Hydrographer in that establishment, which met with a refusal; as, some time after his appointment to this office, he says, "Several years ago I made a proposition to the East India Company for undertaking this work, but my offer was not then accepted, another person being at that time employed in an undertaking somewhat similar, but on a much narrower scale." This office appears to have been the object of his wishes, and, as we shall see, it was not long before he was appointed to it.

Although, on his return to the East Indies, he was as assiduous as ever in collecting hydrographical materials, he seems to have been more employed with the duties of his station, than in surveying, in comparison with the time when he was in the Cuddalore; and Simon's Bay, at the Cape of Good Hope, was the only part he surveyed during his last absence from England.

With the professional duties of his situation in the civil service of the East India Company we have nothing to do; but he shortly comes before us in the important capacity of Hydrographer to that Company. Thornton, in the title-page to one of his editions of the "Old English Waggoner," styles himself Hydrographer to the East India Company, and in a later edition only Hydrographer; but it seems nearly certain that hitherto it had been no regular situation, as Dalrymple tells us, on his appointment, he met with much coldness to his proposal, least it should be considered as a permanent office of succession. That this should not be the case, he was appointed for a year only on trial. It is strange, almost wonderful, that at the late period of 1779, a company of merchants, which had been long established,\* and whose avowed object was a trade with distant parts of the world, requiring a navigation that threatened danger and destruction to their ships in almost every shape, should not have seen that it was to their real interest to employ a proper person in compiling from information which was daily brought to them; information of so general and extensive a nature which could not be got by any other collection of merchants in England. It would have been the means of supplying their ships with the best charts which the age could boast of. They were the persons really benefited; and it certainly behoved them to provide those they employed with all the information which the risk of war and climate might render necessary. But no; their ships, as was observed, were to follow each other's tracks, and would probably have continued to do so, had not their eyes been opened by the total loss, now and again, of some valuable ship, and the urgent representations of Mr. Dalrymple.

---

\* The East India Company was established in 1600.

It was not till some time after this period that the ships of his Majesty's navy were supplied with charts; but the interest of the East India Company consisted in the safety of their ships; and it is not so surprising that this should have been the case with the navy. That the safety of England depended on her fleets, had long been acknowledged, and frequent losses of ships on unknown coasts, proved that the safety of those fleets depended much on correct hydrographical materials. Hydrography, a science which reveals to us the secrets of the ocean, is one which gains importance as foreign intercourse increases. Naval warfare succeeds to this, and renders the aid of Hydrography still more necessary.

To return to Mr. Dalrymple. After setting forth, in a short but well-expressed memorial, the benefits which would arise to the Company, and grounded on the more eloquent reasoning, afforded by the loss of the Colebroke on the anvil rock, whose value, he observes, would have paid more than the expenses of such an office for centuries; he was established in the situation of Hydrographer to that Company on the 1st of April, 1779. To this office was attached a yearly salary of 500*l.* and a very liberal allowance of the produce of his labours to become his own property, after one hundred copies of each chart compiled by him should be given to the ships of the Company.

He now applied himself diligently in his new situation, in revising and extending his former publications, and in collecting from the journals to which he had access, all useful matter for the navigation of the Eastern Ocean. His principal works were a Chart of the Bay of Bengal, compiled from the work of Capts. Ritchie and Plaisted; charts of different parts of the East India Islands, and memoirs to accompany these charts, as well as his own in the Cuddalore. Among these we find mention of some of Lieut. M'Cluer's works, which it is our intention to notice in a future number; a memoir on the prevailing winds in the Atlantic and Eastern Ocean; several very useful descriptions of different coasts; a memoir on the various passages to China, and a paper which he calls An Introduction to his Nautical Publications. These are all valuable, and the last is useful, as it instructs us in the merits of his various charts, and lets us at once into the secrets of their good or bad qualities.\* The treatise on the passages to China, which was published in 1782, at a time when these seas were so little known, was valuable to the East India navigators, as a knowledge of the monsoons is so necessary to a good passage. During the war also, by giving an illustration of the charts of the various straits between the islands, it was more particularly useful, as it enabled the Company's ships, by taking different routes, in some measure to evade the consequences of meeting an enemy.

By the mode of collecting charts, which Mr. Dalrymple had long pursued wherever he went, he had amassed a great number, and had compiled from the best materials which were before the public. Considering it more than probable that many might be in the possession of private individuals which he had never seen, he advertised in the public papers, and afterwards offered in his publications a reasonable remuneration for all information of this description which any one would bring him; and he says this plan was attended with much success.

---

\* Nothing is more mischievous and injurious to the cause of navigation, than an attention to this particular. The mass of charts, with which the age teemed, all professed to be *new and correct*. New they decidedly were in the shape in which they appeared, and some few portions of them might have pretensions to correctness. Unfortunately there was nothing to distinguish these parts from others which were execrable, and the navigator too frequently found the fatal consequence of placing a confidence in every part of them. It would have been but justice to have warned the mariner of doubts on the veracity of any particular parts, wherever they existed, and would not have affected their sale, when it was ascertained (as it soon would have been) that they were the best to be had. But *entirely new and correct* was the attraction of the age.

It is certainly one which evinces a disposition to further by all the means in his power a knowledge of Hydrography, and one which at that time was worthy of his situation.

We now arrive at a period in the professional labours of Mr. Dalrymple, when he was destined to fill a more conspicuous situation than he held under the East India Company, in that of Hydrographer to the Admiralty. Before we proceed to this, it will be as well to observe that Mr. Dalrymple's health, whilst employed in wading through the logs in the East India House, which he says was an occupation worse than the labours of Hercules in the Augean stables, had begun to decline. In the course of his services in India, the seeds of that terror of all diseases to the mariner, the scrofula, had got into his constitution, and as he advanced in years, this disorder became more virulent. In speaking of his chart of the bay of Bengal, in which some material discrepancies in names and parts of coast had become evident, he says, respecting the corrections for it, "my present state of health does not allow me to make a table of comparisons," a sufficient proof that he found his health beginning to decline.

Previous to the year 1795, the Commanders of his Majesty's ships had been obliged to provide their own charts; and as this was a system which much involved their safety, particularly at that period, when Hydrography was in so deplorable a condition, one by which they might not even obtain the best chart then before the public, the importance of it occupied the attention of the Admiralty, and in August of this year his Majesty in Council ordered the office of Hydrographer to the Admiralty to be established. Lord Spencer, who then presided at the Board, considered Mr. Dalrymple as the fittest man to fill this office, and he was immediately appointed to it. The few works which Mr. Dalrymple completed in his new situation, clearly indicate the vigorous application of youth to have gone by, the energies of his mind to be fast on the decline, and the meridian of his labours in the favourite cause he had espoused from his youth, to be verging rapidly towards the horizon from which it was to rise no more. He continued the publication of various charts of parts in the East Indies, and completed his *Essay on Nautical Surveying*, which he published in 1806. There are some useful hints in this book; but for the practical surveyor it is far inferior to M'Kenzie's *Maritime Surveying*, published some time before. The method of using the ground-log, so necessary in seas where currents prevail, and first practised in the East Indies, is here given; but, taking the book collectively, the extensive subject of maritime surveying was but lamely disposed of, and it was not calculated to do very much for it. The best work we know of on this subject, is that of M'Kenzie, but this is of ancient date and very scarce. There is rather a dearth in works of this nature, and an ample field at the present moment for a talented individual to make up a very important deficiency. The fact is, that maritime surveying embraces so much, and is so far superior to land-surveying, that, to do it justice, it requires no limited acquaintance with science in general. The plodding employment of the land-surveyor has been the cause of maritime surveying being looked on in a less important light than it is really entitled to. In addition to an acquaintance with plane and spherical trigonometry, it requires a knowledge of the comprehensive art of navigation, and nautical astronomy, besides many important matters connected with nautical pursuits, which places an attainment of it far above the level of land-surveying.

The use of the barometer is strongly recommended by Mr. Dalrymple, and he adduces instances of its utility, which have been successively proved since his time. Although the value of this instrument is too generally known for its merits to be dwelt on here, it was new at this period, and therefore a recommendation of it was useful. A method of spherical projection is also given in this book, which, although not strictly on stereographic principles, applies very well for small portions of country, and has been successfully employed.

We will here close our notices on Mr. Dalrymple's works generally, by remarking that the importance of the voyage now conducting by Capt. Foster, in the *Chanticleer*, was clearly seen by him. Arnold's chronometers had begun to establish their celebrity, and he says, "Should the great improvement which has been made in chronometers by Mr. Arnold, induce either this country, or any liberal-minded foreign prince, to set on foot a voyage for establishing the geographical situations of all the remarkable headlands in the world, in the present state of chronometers, I may confidently say, that more could be done in three than could otherwise be effected in thirty years." He also adds, "was such a voyage on a liberal and comprehensive plan to be undertaken, I would readily take an active part in it, and again go to sea, which scarcely any thing else would tempt me to do: but three or four years of my life, would, I think, be very well employed in ascertaining exactly the positions of all the remarkable places in the globe. The opportunities afforded by such a voyage for the improvement, not only of geography and navigation, but of every branch of useful knowledge, would be very great: such a voyage would be highly honourable to the state by which it was undertaken, its object being the benefit of all nations in all times." And doubtless this will be verified when we have the result of Capt. Foster's labours.

We would here willingly draw a veil over the remaining incidents of Mr. Dalrymple's life, but as they are intimately connected with an era in the Navy, that of supplying the Commanders of His Majesty's ships with charts, we must claim the indulgence of our readers for the sequel.

Anxious expectations had long been abroad, that the appointment of an Hydrographer to the Admiralty would have immediately led to charts being supplied to the Navy; but year after year passed away without their appearance. At length, in the year 1808, Mr. Dalrymple, whose attendance at his office had been daily falling off, received a direct order to supply His Majesty's ships with charts, at the expense of Government, for all the parts of the world they were ordered to visit. No one but a person labouring under the severe effects of ill health, the consequences of which were a considerable irritation of the mind, could possibly have treated such an order in the manner that he did. Directly amenable, as his situation rendered him, to the authority from whence it emanated, the smallest reflection would have convinced him that the tenor of it was peremptory. Without the least consideration, he treated it with contempt, on the grounds that he did not possess the experience necessary to enable him to make such a selection, or that would constitute him a judge of the best charts of seas he had never personally visited. A moment's reflection here would have told him, that the duty of the Hydrographer consists not in visiting every coast which came under his consideration, but that it was his part to select by the best means he could command the good from the general mass which was thrown into his hands. Afterwards consulting his assistant, Mr. Walker, a person of extensive attainments in geographical knowledge, and who has devoted a life-time to the service of Hydrography, he recommended that a committee should be convened of such officers who, from their experience, were able to judge of the merits of every chart extant.

Conformably with his suggestions, this committee was summoned. It consisted of Capt. (afterwards Admiral) Sir Home Popham, Capt. H. Columbine, Capt. T. Hurd, the late Hydrographer, and Mr. Dalrymple, all of whom are since dead. They inspected all the charts which were then published, and made a selection from them which was forthwith supplied to the Navy. The labours of this memorable committee were of long duration; and some charts at the present day, published by chartsellers, still bear the recommendation of being "approved by the Chart-committee of the Admiralty."

Mr. Dalrymple, from the bad state of his health, had long been unable to attend to the affairs of his office, and by these last acts had shown his unfitness for remaining longer in his situation. The signal for his retirement was accord-



ingly communicated to him in a manner which could but be most congenial with his wishes; but, with the same want of consideration which he had before displayed, he refused to see the propriety of it, and the consequence which followed was his dismissal. A transaction of a public nature like this could not fail to attract general notice, and we accordingly find it was mentioned soon after in the proceedings of the House of Commons. Mr. Wellesly Pole, then Secretary of the Admiralty, with a magnanimity which displays the generous feelings of a great mind, sensible of those infirmities which had been brought on by years of exposure in sultry climates and close application, after relating the circumstances of Mr. Dalrymple's dismissal, said that, whatever might be his present misfortunes, he was a man of whom he would ever speak with respect, and of whose talents and services he entertained the highest opinion. Capt. Hurd was immediately appointed to the vacant situation.\*

Justice to the cause of Hydrography, and to the feelings of those who were looking with anxiety for that assistance from Mr. Dalrymple which was their due, and of which they stood in so much need, demands that we should here withhold the tribute of approbation we would fain bestow on the last actions of a useful life; but those actions are so totally discordant with a series of well-employed years, that we look on them as unconnected with them, and the sole effects of a severe disorder on a shattered constitution. Mr. Dalrymple was wrong in not at once resigning a situation which his infirmities had rendered him unable longer to fill with efficiency, but in justice to his labours, and with his motto before us, "*humanum est errare*," we cordially agree with Mr. Pole, that he was a man who was justly entitled to the gratitude of the world for the readiness and zeal with which throughout his life he had embraced and pursued the important science of Hydrography.

The best chart of the Phillippine Islands is one published at Madrid, in 1808, from the surveys of the Spanish schooners, Descubierta and Atrevida. It is comprised in two sheets, but is scarce in England. Arrowsmith's chart is a reduction of it, and is the best to be had in this country. The best charts of Palawan, the Soo Loo Archipelago, and the north part of Borneo, are those by Dalrymple, which, although wanting in topography, are the best published. The best general chart of the Bay of Bengal is by Horsburgh; but for the northern part of it, about the mouths of the Ganges, Dalrymple's is preferable, as it is on a much larger scale, and gives more detail of the intricate channels between the sand-heads. For the eastern navigation from the Bay of Bengal, the charts of Mr. Horsburgh are recommended, as the means he has had at his command, with the undivided attention he has bestowed on the Hydrography of that part of the world, place his charts beyond the reach of competition. Several very useful charts of the eastern shore of the Bay of Bengal, about Martaban, and the Mergui Islands have been lately published by him. These have been done by officers of the East India Company. Mr. Horsburgh has also lately published a new edition of his charts of the Straits of Malacca, and the eastern passages to China, with some other straits, which are essential to eastern navigation.

---

\* We were wrong in our former number, as to the year in which this took place, and also that it was in the capacity of Hydrographer to the Admiralty that Mr. Hurd surveyed the Bay of Brest. The difficulty of arriving at precision in dates, will, we hope, plead our excuse.